

Official and Classified ADVERTISEMENTS

Continued from Page 15

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£92,434

record
for the
Forester

NEWINGTON'S Hull-based stern trawler C.S. Forester set a record grossing for a British wet fish vessel last week with a £92,434 catch.

Also a record were the ship's average daily earnings during the voyage which amounted to £4,622 a day during a 20-day trip to the Norway Coast/White Sea grounds under Skipper Dick Taylor.

C.S. Forester's trip receipts were £5,129 more than her previous best. She made £87,305 for a Norwegian Coast turnout of 2,960 kits in February. The trip was also £2,700 above that of a January landing by Newington's Hammond Innes.

Her huge grossing made on Thursday of last week was with a catch of 2,982 kits and it fell £6,106 short of the national record for all-comers discharging in Britain.

That record is still held by the Icelandic trawler Ogrí, which marketed a £98,540 catch at Grimsby last November.

Among the 2,982 kits brought back by C.S. Forester were 130 kits of haddock which averaged £35.77 per kit. This vessel's codstuffs averaged £37.14 a kit, while 619 kits of red fish averaged £13.69.

The only other vessel serving the same market was Boyd Line's Arctic Corsair. Skipper C. Pitta had been fishing home waters to conserve distant water quotas.

Owing to bad weather and small catches, however, the 15-day trip resulted in a considerable loss. The vessel's 542 kits earned only £8,883.

DoT rules

From page two

Jim Smith, former skipper of Fortuna, said his family had sold the boat partly as a result of the regulations and the fact that they would have had to spend "a lot more than the £200 survey fee."

Mr. Ed Smith, skipper of Sincerity II and president of the Arbroath Association, said: "We don't own our boats any more. All the fishermen are doing is earning more and more money for Westminster."

"The regulations are slowly killing off the inshore fleets."

"Fortuna was and is perfectly seaworthy, and I feel that these regulations are far too severe and little more than a hindrance to our work," he said.

George Milne, skipper-owner of Our Lass, said he had no intention of putting his vessel through a survey "because it is not worth £500."

"My boat is up for sale because I would rather do that than go through a survey now," he said. "Glad Tidings is tied up in the harbour waiting for a buyer and we'll pay between two and three times what it cost us."

thousand pounds to comply with regulations.

"I think whoever drew them up must have been farmers or something, they certainly weren't seamen. As far as inshore boats are concerned the regulations are a load of rubbish they just don't apply."

Bill Cargill, part-owner of Glad Tidings with his brother Jim, said the outlay on their boat to comply would have run into thousands of pounds.

"There are too many so-called experts in this industry now," he said. "Glad Tidings is tied up in the harbour waiting for a buyer and we'll pay between two and three times what it cost us."

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May 13, 1977

No. 3327

Est. 1913

16p

Fishing news

50-MILES NOT ON —says Gundelach at Hull

Diesel engines
from 200hp
to 10,000hp
MIRLEES
BLACKSTONE
DIESELS



WIDE EXCLUSIVE
national limits do not
feature in present
plans for an EEC Common
Fisheries Policy.
This was made clear by
EEC Commissioner
Finn Gundelach.

He also warned that
swapping on fishing
rights with third coun-
tries would not work with
exclusive zones. "It
becomes a bargaining
zone", he said.

Representatives of
fishermen had travelled from
as far as Shetland and Devon
to hear some gloomy news for
British limit hopes. Even
small ports like Newhaven in
Sussex were represented at
the conference organised by
the Hull City Council, which
saw Mr. Gundelach in first
time face-to-face with
fishermen outside Brussels.

If Britain tried to do a deal
with Norway based on an
exclusive 50-mile limit, the
Norwegians would not listen,
he warned.

There was also criticism of
the UK's attitude to exclusive
fishing rights during the dis-
pute with Iceland. Both Ger-
many and Dutch delegates
reminded the conference that
there had been no willingness
in the UK to accept Iceland's
right to an exclusive limit.

Now the story had changed.
Taking off his EEC hat and
saying he was a citizen of the
UK, Mr. Gundelach gave every
indication that a 12-mile
limit would be the basis of a
new policy. "The figure of 12
miles has a long tradition and
also respects historic rights."

In existing treaties there
were provisions up to 12
miles, pointed out Mr.
Gundelach.

There was widespread con-
cern about the state of EEC
fish stocks. If they are being
fished too hard then it is not
the fault of fishermen, said
Mr. Gundelach. "It is the
fault of Governments and
politicians that there is no
agreement".

Exclusive limits were too
blunt an instrument to use to
conserve fish. The same
rule can be brought about
with more flexible
arrangements, added Mr.
Gundelach.

The EEC had too long been
in the position of finding com-
mon ground on fisheries.
During this time over-fishing

Turn to page 16

Congener sets off

The 78ft. multi-purpose boat
Congener (above) was due to
leave the Bidsford Shipyard in
Devon this week for North
Shields after completing her
fishing trials. Built for the
Moray family, she will be com-
manded by Skipper Alan Moray
Jnr. Full description of this new
vessel next week.

Short deal off Faroe

THE SCOTTISH
trawler fleet is likely
to benefit from another
interim agreement
with Faroe which came
into force on Monday
this week.

The deal runs until the end
of June and allows a total of

39 boats to fish, with 21 at
any one time. By the time the
deal runs out it is hoped that
the EEC will have reached
agreement on a Common
Fisheries Policy.

The popular Faroe Bank
grounds will be closed for the
rest of the year and the
overall catch for the two-
month period will be 40 per
cent less than for the cor-
responding period last year.
But, added to this, will be the
balance of the catch taken
last month.

Under the previous interim
agreement 15 boats were
allowed to operate (12 Scot-
tish).

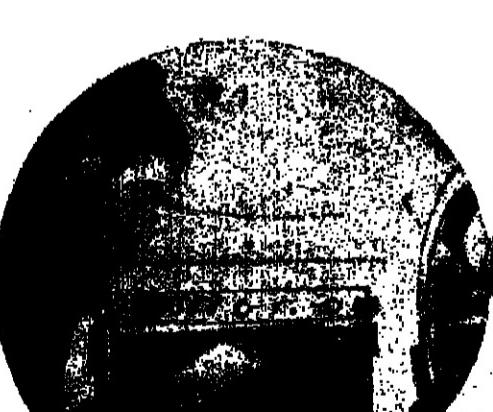
David Craig, chairman of
the Aberdeen Fishing Vessel
Owners' Association, said:

"We are not exactly happy.
After all it is only an interim
agreement with the CFP is
set up."

"We would have preferred
a long term agreement, but it
does keep the door open."

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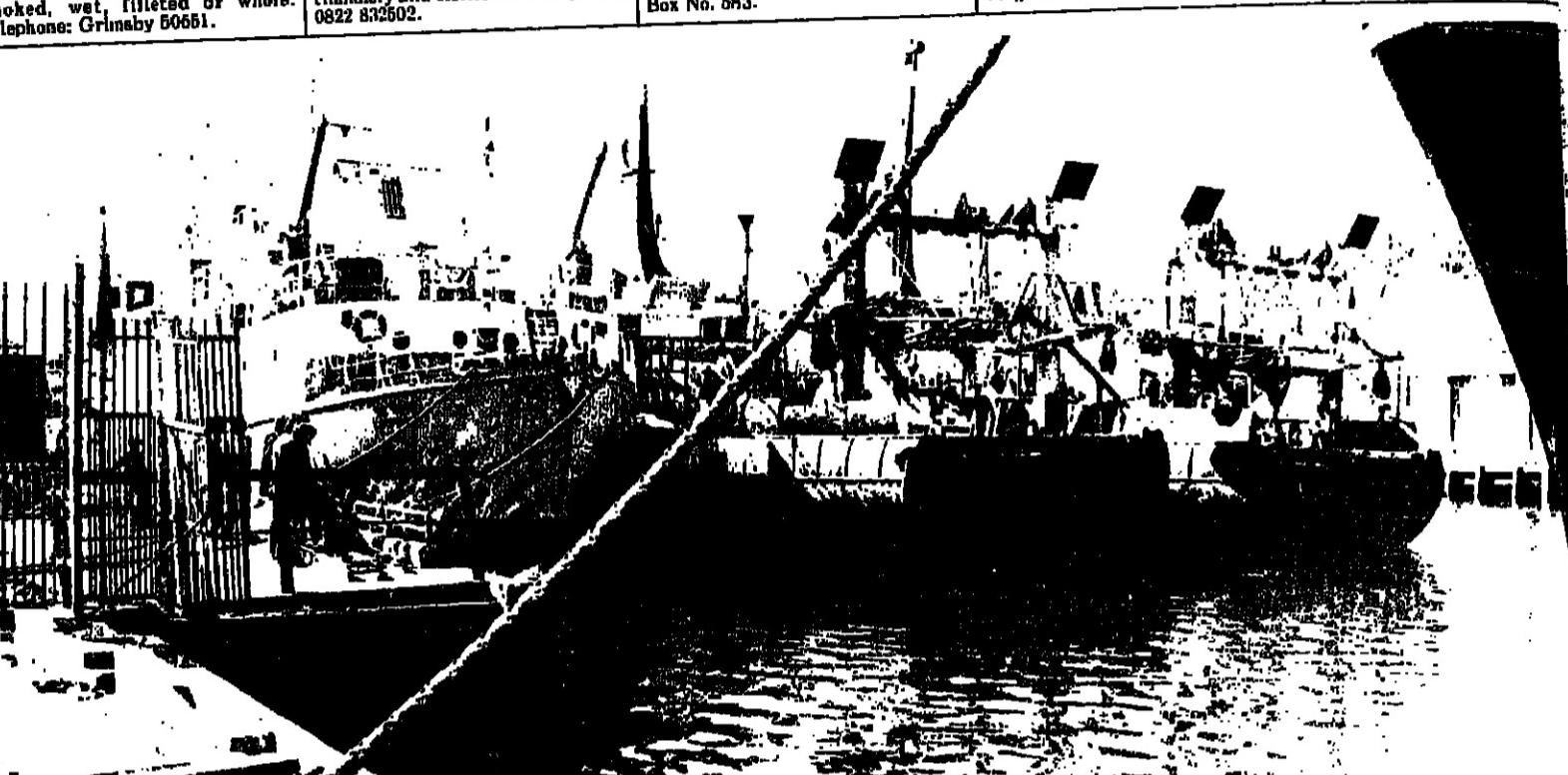
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REDIFON
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Dutch sail off

From page two

against the Irish. In Dublin
legal entry to the 50-mile
zone, illegal fishing, having
protested to the Irish
Minister.

The EEC Farm and
Fisheries Commissioner,
Huibertus Plug of Dirk
Diekerik; J. B. Bal of
Onderneemers; C. Zwaan in
Brussels on Monday that
the Dutch Ambassador
protested to the Irish
Minister against Ireland and he wrote
to the Irish government asking
it to explain the arrests.

In Cork, the Dutch asked
for the case to be referred to
the European court, but
District Justice Carroll decid-
ed to begin hearing evidence.

The Dutch offered no
evidence in their defence, but
their legal representative said
they were acting under
Dutch Government instructions
not to fish within 25 miles of the Irish coast.

That was a temporary
measure while the Dutch
waited on a reply to its fishing
plan which it sent to the Irish
Government via the EEC two
weeks ago.

The only other vessel serv-
ing the same market was
Boyd Line's Arctic Corsair.
Skipper C. Pitta had been
fishing home waters to con-
serve distant water quotas.

Owing to bad weather and
small catches, however, the
15-day trip resulted in a con-
siderable loss. The vessel's
542 kits earned only £8,883.

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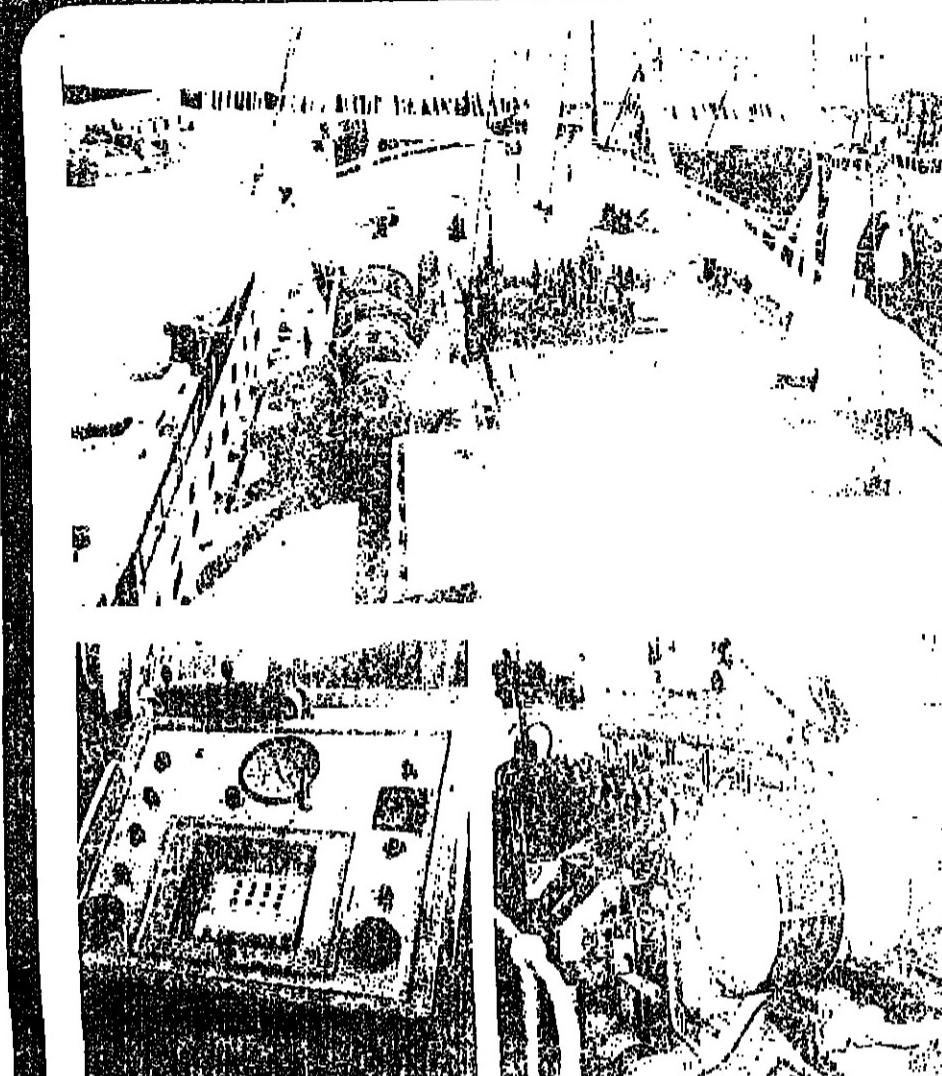
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Giant of the Purse-sets



SCOTLAND'S largest purse seiner, the 148 ft. *Sette Mari* which arrived last month from Sweden, is causing a considerable stir. While waiting in Fraserburgh to sail on her first trip under her new owners she has been visited by numerous fishermen and leading shore personnel.

They were impressed, not only by her wide range of sophisticated equipment, but also by the excellent workmanship throughout the vessel.

She was built to the very high standards required by the Scandinavian classification societies and, although she is almost three years old, this handsome vessel has been well maintained by her previous owners.

She was described by the chairman of the Herring Industry Board as 'the queen of the herring fleet'.

She cost £1.1 m., complete with fishing gear and Skipper Jim Slater and his partners have no doubt got a fine bargain; it would cost just short of £2 million to build

Top left: the upper deck of *Sette Mari* showing her purse winch (port) and purring gullies board. Far left: Simrad SU sonar in the wheelhouse. Left: her Wichmann 6AX 1500 bhp

Below: the old and the new. *Sette Mari* dwarfs Skipper Slater's two other boats, the 80-ft

Aquila and *Aquarius*. The two wooden boats are up for sale.

largest vessels in Scotland and she must surely be the biggest and most sophisticated boat in the world to be privately owned by fishermen.

Skipper Slater told *Fishing News* that he has bought the ship because Scottish fishermen are having a further afield in search of fish. Therefore, she has sufficient carrying capacity to range to make longer possible. Her refrigerated seawater system will enable her to keep catches in condition.

Skipper Slater said that he intends catching for human consumption; for this reason, had expected to find a ship fitted with RSW tanks.

In the foreseeable future, she will fish for mackerel sprats because of the restrictions on herring catching.

Skipper Slater and his fellow fishermen believe that there are more herring in the North Sea now than there has been for several years.

With the addition of gallows the ship could be adapted for single trawling and, therefore, fishing for blue whiting a possibility.

Built in Norway for

in Ockero, Sweden, the vessel is one of a number of Swedish purse seiners sold recently because the Swedish government has apparently not fought to obtain fish quotas for its fishermen.

The vessel is ready for sea and Skipper Slater intends to keep the name which is Italian for Seven Seas.

Shelterdeck

Launched in August 1974 from the yard of Georg Eide's Sonner a/s at Hoylandsbygd, she is built to Det Norske Veritas classification (AI) Deep Sea Fishing + Class A1 ice.

With a beam of 27ft, she has a raked soft nose stem and cruiser stern. The ship is of all-steel construction but with the wheelhouse of aluminium.

The vessel follows Norwegian pattern in that she has a full length shelterdeck which improves carrying capacity, in addition to providing better working conditions for the crew.

Propulsion is provided by a Wichmann 6AX air-starting diesel engine which develops 1,500 hp at 375 rpm. It is directly coupled to a Wichmann controllable pitch propeller housed in a fixed nozzle. The engine is fitted with a Brown Boveri turbogenerator and gives her a speed of around 12 knots.

The vessel is fitted with a Brown Boveri turbogenerator and gives her a speed of around 12 knots.

Hydraulic pumps for the gear handling machinery, the Brunvoll 200 hp bow and stern thrusters and the fish pump are driven from the fore end of the main engine through a Hytek gearbox.

Auxiliary power is provided by two Volvo Penta 220 hp diesel engines.

by

two Volvo Penta 220 hp diesel engines.

Driven from one end of the port engine is a Newage Stamford 100KVA 220 V, three phase, 50 Hz alternator, a J. and E. Hall compressor for the RSW system is driven through Rockford clutch off the other end.

A similar Newage alternator is driven from one end of the starboard engine. Driven through a Rockford clutch off the other end is a Vickers hydraulic pump to power the winches for fishing gear retrieval and also the landing winch.

Near the forward starboard corner of the deckhouse is a small winch to work a derrick for lifting the Karmøy 14 in. fish pump into and out of the net.

Another winch, located in a recess in the starboard side of the deckhouse, is used to pull in the wedge of the net after it has been set.

Two rollers

The Triplex Model 603 360 2A net winch, and its control panel, is sited to starboard of the deckhouse, and there are two Rapp transport rollers — each one to feed the net in use into the required bin.

Two purse seines can be carried at the stern, each in its own bin, and at present the boat is equipped with nets for mackerel and sprats.

Both nets are of the standard size and type as used by other Scottish purse seiners.

Although the winches and the fish pump are driven from the hydraulic power pack at the fore end of the main engine, the net

Turn to page five



Just for the record

Kelvin Hughes have introduced two multi-purpose echo sounders, the Depmar 103 and 131. Their economical price belies their performance, and their size and reliability make them ideal for the smaller vessel.

DEPMAR 103

The DEPMAR 103 has eight depth ranges between 0 and 280 fathoms. Sounding rate, paper speed and pulse length are automatically adjusted to the range in use. Power consumption is only 29W from a 24V d.c. supply, and compact 50 kHz transducers are available for wooden, fibreglass and steel vessels. Adjustable white line, and 'bottom anywhere' are featured for fishing.

Depmar 103 and 131 echo sounders are available now from Kelvin Hughes. Write or phone for full details.

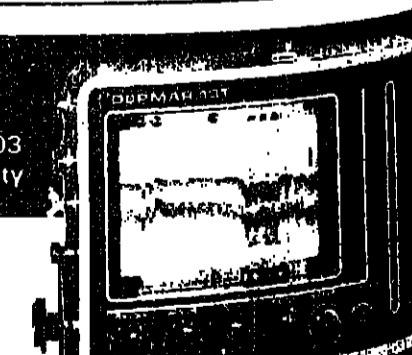
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DEPMAR 131

Smaller than the 103, the DEPMAR 131 is only 210 x 290 x 150 mm and weighs 6.6 kg (14½ lbs). It has six depth ranges between 0 and 120 fathoms and, in addition, a 'feather' with two range scales, providing for paper economy on passage. The DEPMAR 131 has 4 inch wide paper compared with the 103's 6 inch, but like the 103 it has white line, a 'bottom anywhere'



facility, and very low power consumption. Alternative 50 kHz or 200 kHz transducers are available for wooden and fibreglass vessels, and a 50 kHz transducer for steel vessels.

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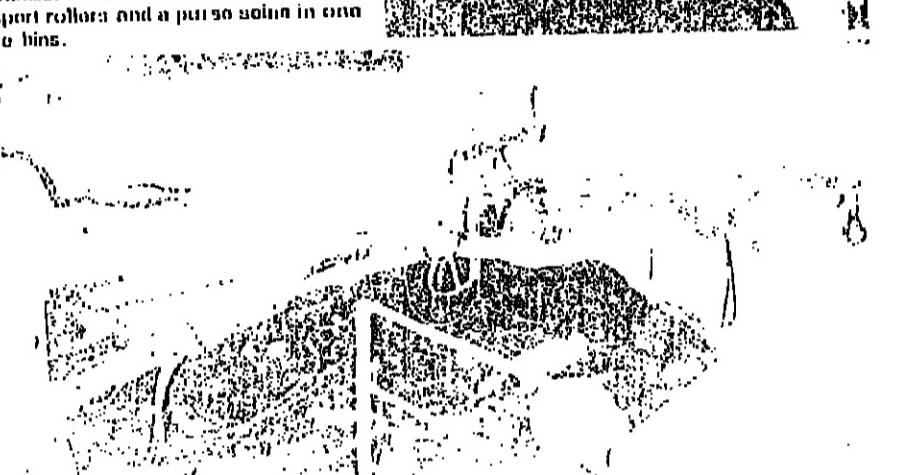
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Above: the 148 ft. *Sette Mari* is now almost three years old. Right: her Triplex net winch at the starboard side of the deckhouse. Below: one of the ship's transport rollers and a purse seiner in one of the bins.



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Buckets fall to save trawler

THE 43-year-old Fleetwood trawler *Neils John* (right) sank about 18 miles off the Isle of Man on Thursday last week.

Water started pouring in through her engineroom and, when the pumps failed to keep up with the inflow, the crew used buckets to bail.

The engine then stopped after Skipper Colin Kneale had cut away her trawl.

The skipper and his two-man crew took to the liferaft and, after some three to four hours, were picked up by the scalloped *Fred Wood* and landed on the Scottish west coast.

The wooden *Neils John* was built at Frederikssund, Denmark, in 1934 and has worked out of Fleetwood for many years.



NIMROD aircraft seem likely to continue as the mainstay of the aerial side of fishery protection, but small twin-engined aircraft for a selection of protection duties have not been ruled out.

That was the essence of a Government reply last week when Michael McNairn-Wilson (Con, Newbury) suggested in an adjournment debate that using the Nimrod

is

spending excess money.

He suggested that the Fairey - Britten - Norman Maritime Defender (pictured in *Fishing News*, May 6) is a "rugged, simple alternative". James Wellbeloved, under-secretary for the RAF, outlined the advantages of the Nimrod and how it had been chosen.

Speaking of the Defender he said: "We have not closed our minds to this option or to any other."

The aircraft had an appealing specification at a reasonable price, but I did not see it as a competitor to the Nimrod.

However, there was a set of duties for aircraft and fact that the Nimrod is particularly versatile did not affect the probability that the selection of the duties could be performed well by a fixed-wing aircraft.

"It is too early to say what type of air support fisheries policy will require.

For the present the Nimrod excels in fisheries protection and surveillance role.



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CONSOL'S SHIPS ON SANDEELS

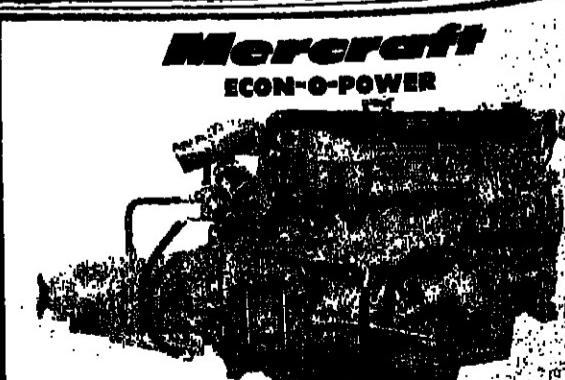
CONSOLIDATED Fisheries' two former distant water sidewinders, *Real Madrid* and *Carlisle*, are now industrial fishing from Grimsby for sandeels.

This is a new venture for both trawlers and underlines the versatility of the 140-footers since they were converted into multi-role vessels.

The pair were late starters, having to wait for special nets before they could begin, but are now hoping to make up for lost time with a series of good catches before the season ends.

They may shortly be joined by *Crystal Palace*, the third conversion, which has been chartered to the WFA exploring the potential of blue whiting.

The main area for sandeels



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Delivery trip shambles AS EX-BOSTON SHIPS DOCK IN AFRICA

FLEETWOOD trawlermen who sailed the former local trawlers *Boston Marauder* and *Boston Attacker* to Monrovia, Liberia, intending to work the vessels from the African port have returned to this country incensed.

"For me that was just nothing Liberia there was no money for us. There was no money and nothing had been laid on for the ships' arrival. Even a business associate of Mr. Kassabli's knew nothing of the trawler deal. There was no accommodation. There was no money and very little food aboard the ship. We had been 425 American dollars.

Lina arrived in Monrovia a week before *Kathia* because *Kathia* was held in Dakar having repairs done. It took us 15 days' steaming to get there.

"When we arrived in

Mr. Webster added: "When he (Mr. Kassabli) was home. It was an experience I had in Fleetwood he promised us cash in our hands when we arrived, good conditions out there and the promise of at least a few months' work on minute.

"How they will fish in these big ships I'll never know. They are twice as big as

anything they have got to rough it.

"After a week or so *Kathia* and Mr. Kassabli arrived from Dakar. But there was still no money forthcoming — and that meant there was no money for the families back home.

"Conditions aboard the ship were terrible, hot and sticky and no air conditioning. It was like living in an oven. Some men went to a hotel but it was a bugout".

"It turned out to be all promises and little else — a big let down.

"Eventually we pestered

ONLY ONE

FLEETWOOD had to rely almost entirely on near and middle water supplies last week as only one distant water trawler landed.

The side trawler *Boston Explorer*, commanded by Skipper Bill Anderson, had returned from the White Sea after 25 days with 903 kts, including more than 600 of cod, which sold for £26.804.

Skipper Otto Jenson and his crew in the seiner *Charmer* had 183 kts. It was almost all quality Irish Sea cod and the catch sold for an outstanding £7,362.

BEAMERS: NO DEMO

THERE has been no move to implement threats of militant action against Dutch beam trawlers by Fleetwood Inshore Fishermen's Association.

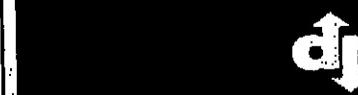
On Thursday last week three Dutch vessels put into port.

The association had made the threats because it claims the Dutch vessels are declaiming the Morecambe Bay grounds.

The Dutch vessels' soles are shipped to Holland by container but other fish they catch have been put on the local market.

After a meeting between the inshoremen and the Fleetwood FMA, the merchants instructed their members not to handle the Dutch catches.

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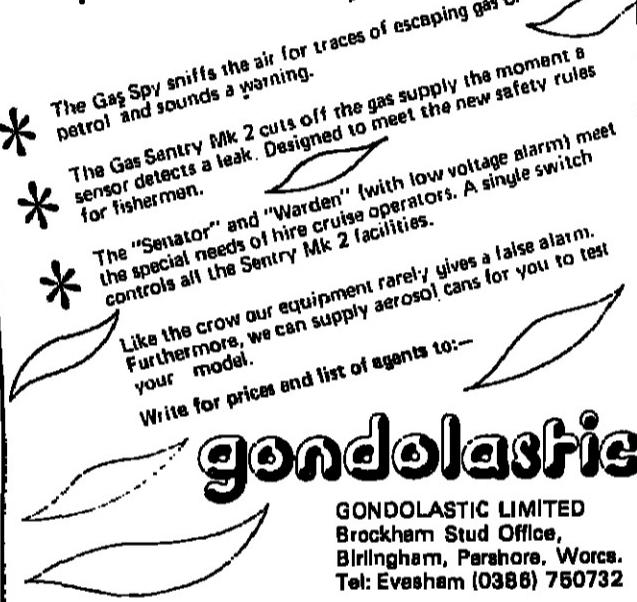
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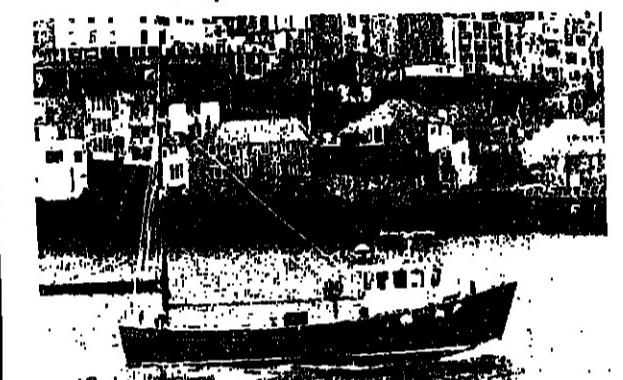
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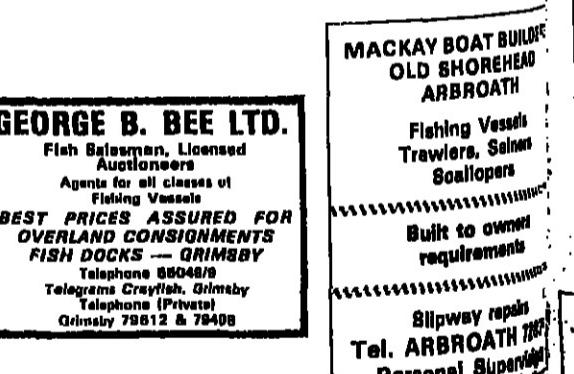
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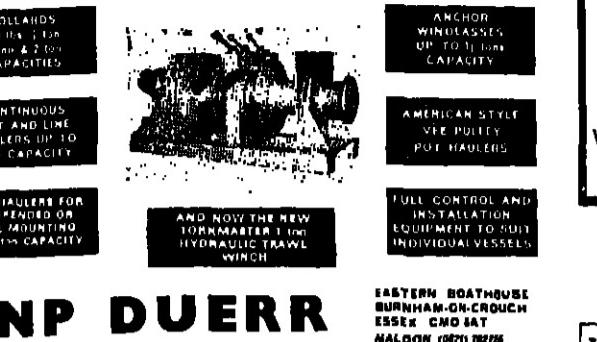
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